Attorney Docket No.: P-8939-US

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant(s):	TZIDON, Aviv et al.	Examiner:	Valentin, Juan D.
Serial No.:	10/583,867	Group Art Unit:	2877
Filed:	August 8, 2008	Confirmation No.:	8696
Title:	HIGH PRECISION WIDE-ANGLE ELECTRO-OPTICAL POSITIONING SYSTEM AND METHOD		

Commissioner for Patents
P. O. Box 1450
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SUBMISSION OF REPLACEMENT PAGE
OF AMENDMENT PREVIOUSLY FILED

Sir:

In connection with the above-identified Application, Applicants herewith submit replacement page 8 of the Amendment filed with the United States Patent and Trademark Office on August 15, 2011. This replacement page is being submitted because page 8 was blurred in the original submission.

No fee is due. However, if any fee is required, the undersigned hereby authorizes the United States Patent and Trademark Office to charge such additional fee to Deposit Account 50-3355.

Respectfully submitted,

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history estoppel. Applicants respectfully assert that these amendments render claims 45, 48, 50, 51, 56 and 57 proper under 35 USC 112 and request that the rejections be withdrawn.

35 U.S.C. § 103 Rejections

In the Office Action, the Examiner rejected claims 40-48, 51-64, and 67-74 under 35 U.S.C. § 103(a), as being unpatentable over Dyke (US 4,700,301). Applicants respectfully traverse the rejection of claims 40-48, 51-64, and 67-74 under Dyke.

Dyke describes a method of automatically steering a motor vehicle on a preprogrammed course by continuously measuring angles between reference points and using a microprocessor to calculate vehicle position and direction of motion. The method employed for the calculation is triangulation (see e.g. Figs. 2-5, 8, 12-13 and column 4, lines 51-68). The position of the vehicle in two dimensions (and changes over time of that position in order to determine a motion of the vehicle) is calculated with respect to the reference points. In one arrangement (Fig. 8), two physically separated rotating lasers are detected by two detectors: a detector mounted on the vehicle and by another fixed detector that is in radio contact with the vehicle (to measure the synchronization between the lasers).

Dyke does not teach or suggest all the limitations of independent claims 40 and 59.

Specifically, Dyke does not teach or suggest, inter alia, "a logic circuitry on board the vehicle for determining a difference in time of detection of said two beams, the difference in time being indicative of the angular deviation", as claimed in amended independent claim 40. In fact, as opposed to the limitation recited above, Dyke's system requires continuous synchronization between the vehicle and the system transmitting the beams off board. Dyke is also silent as to the step of "processing by a logic circuitry on board the vehicle of signals generated by the sensor so as to determine a difference in time of detection of said two beams and processing the difference so as to determine the angular deviation", as recited in amended independent claim 59.

Because the method employed by Dyke for determining a two dimensional position is by triangulation, such factors as determining a difference in time of detection and synchronization of the beams in a particular direction are not relevant. On the other hand, when the method employed is triangulation, the beams sources (rotating lasers) must be